गंज बासौदा पर झेलम एक्सप्रेस का स्टापेज बनाने की मांग

1958. **श्री शिव चरण सिंह:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) उनके मंत्रालय की मध्य रेलवे के अंतर्गत आने वाले गंज बासौदा रेलवे स्टेशन पर झेलम एक्सप्रेस का स्टापेज बनाने तथा वहां रुकने वाली रेलगाड़ियों में आरक्षण सुविधा में वृद्धि करने की मांग करने वाले कितने आवेदन पत्र प्राप्त हुए हैं;

(ख) तत्संबंधी ब्यौरा क्या है; और

(ग) उन एक्सप्रेस यात्री गाड़ियों के नाम क्या-क्या हैं, जिन्हें भविष्य में गंज बसौदा रेलवे स्टेशन पर स्टापेज दिये जाने की संभावना है?

रेल मंत्रालय में राज्यमंत्री (श्री राम नाईक): (क) और (ख) गंज बसौदा पर 1077/1078 झेलम एक्सप्रेस का ठहराव देने तथा आरक्षण कोटा में वृद्धि/आबंटन के बारे में श्री शिवराज चौहान, सांसद सहित कई अभ्यावेदन प्राप्त हुए हैं;

(ग) इस समय किसी अतिरिक्त गाड़ी के ठहराव का प्रस्ताव नहीं है। इस समय स्टेशन पर रुकने वाली गाड़ियों में पर्याप्त मात्रा में आरक्षण कोटा मुहैया कराया गया है और ये गाड़ियां गंज बसौदा यात्रियों की आवश्यकताओं के लिए पर्याप्त हैं।

Construction of B.G. Lines at Delhi Sarai Rohilla Station

1959. SHRI JALALUDIN ANSARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that prior to construction of B.G. lines, the various Mail/Exporess trains were having stoppage at Delhi Sarai Rohilla Station;

(b) whether it is also a fact that after completion of B.G. line the stoppage of such trains have been withdrawn;

(c) if so, the reasons therefor; and

(d) whether Gvoernment have received number of MPs suggestions for stoppage of all the Mail/Express trains at this station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) No, Sir.

(b) and (c) No, Sir. All M.G. trains are origination from/terminating at Delhi Sarai Rohilla.

(d) Representations have been received in this regard.

Promotion of AC coach staff in South Central Railway

1960. SHRI V.P. DURAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that AC coach attendants, AC mechanics working in the South-Central Railway (Electricial Air Condition) belonging to Scheduled Castes are languishing in the same grades since 1989;

(b) whether it is a fact that the Department was supposed to call them for interview leading to their promotions every two years but the same is not being done; and

(c) if so, by which time they will be called for interview and their promotions are streamlined automatically after every two yaars?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) No, Sir.

(b) No, Sir, promotions of SC/ST employees as AC coach Attendents and AC mechanics depend on the occurrence of reserved vacancies, unless they are due on their own turn subject to their being suitable.

(c) Does not arise.

Broad Gauge Line from Salem to Karur

1961. SHRI V.P. DURAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Salem to Karur broad gauge line has been sanctioned by the previous Government;

(b) if so, how much funds ahve been allotted for this project to start the earth work; and

(c) if the funds have not been allotted, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) Yes, Sir.

(b) Rs. 15 crs. in 1998-99 budget.

(c) Does not arise.

Requirement of Wagons

1962. DR. MOHAN BABU: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons in 1990-91 and in 1996-97;

(b) the reasons for deficiency and failure in perspective planning; and

(c) the requirement of wagons during the current year and steps taken to meet the demand?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) The holding of BG wagons (Four wheeler Units) in 1990-91 was 474008 and in 1996-97, it was 456127.

(b) There was no deficiency or failure as far as the Planning for procurement of wagons is concerned. The procurement of wagons is based on expected materialisation of freight traffic and efficiency of utilisation of the wagon fleet.

Number of wagons alone is not the deciding factor for carrying projected freight traffic. It depends on the type of stock also. Indian Railways have now been inducting higher capacity, roller bearing air brake stock and phasing out inefficient, plain bearing four wheeler vacuum brake stock. As a result the wagon utilisation has increased appreciably from 1407 NTKM/Wagon/Day on line in 1990-91 to 1840 NTKM/Wagon/Day on line in 1996-97. Also, the wagon ineffective percentage (for BG stock) has come down from 4.07% in 1990-91 to 3.88% in 1996-97. This has enabled Indian Railways to carry higher freight traffic despite marginal reduction in wagon holding.

(c) Keeping in view the requirements, it is proposed to acquire 26,000 wagons (in terms of 4 wheeler units) during the current year. Orders for adequate quantities have already been placed to meet this requirement.

हिसार और चंडीगढ़ के बीच रेलगाड़ी

1963. **श्री रामजीलाल:** क्या रेल मंत्री 30 अगस्त, 1996 को राज्य सभा में अतारांकित प्रश्न 265 के दिए गए उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि हिसार तथा चंडीगढ़ के बीच कोई सीधी रेलगाड़ी या रेल-सेवा नहीं है;

(ख) यदि हां, तो क्या सरकार का इस रूट को सीधी रेल सेवा से जोड़ने पर विचार करने का प्रस्ताव है;

(ग) यदि हां, तो कब तक; और

(घ) यदि नहीं, तो इसके क्या कारण है?

रेल मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) जी हां।

(ख) से (घ) हिसार और चण्डीगढ़ के बीच एक सीधी गाड़ी चलाने की व्यवहार्यता की जांच की गई है, परन्तु परिचालनिक कठिनाइयों और संसाधनों की तंगियों के कारण व्यवहारिक नहीं पाया गया।

Length of Railway tracks

1964. SHRI O. RAJAGOPAL: Will the Minister of RAILWAYS be pleased to state:

(a) the length of the railway tracks at the time of independence;

(b) the length of the tracks added thereafter;

(c) the length of old tracks replaced; and

(d) the length of the tracks still to be replaced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) The data of railway track (route kilometres) is maintained as on 31st March of each year. As such the route kilometres of Indian Railways as on 31st March, 1948 was 54,693 Kms.

(b) The route kilometres as on 31.3.1997 (latest available) is 62,725 Kms. which shows a net addition of 8,032 route kilometres since 31.3.1948.